

CALIFORNIAN CONGRESSMAN TALKS SHIPPING

Congressman Julius Kahn, who arrived from San Francisco this morning by the Sierra, on a health trip, when seen at the Alexander Young Hotel, stated that what little of Honolulu he had seen so far had impressed him considerably.

The strenuous fight that California had put up to get the big fair in 1915 had played havoc with the Congressman's health. He was not in very good condition, and in accordance with his doctor's request he had come to Hawaii for a sea voyage and a complete rest. How long he will remain here has not yet been decided upon. He may return next week, or wait for the Lurline on September 26.

There were many obstacles to surmount before San Francisco could gain the point to hold the fair. The Mississippi Valley had big claims, and, of course, the eastern steamship companies and the railroad companies opposed it bitterly. This fight combined with the great heat that had prevailed during the extra session were the means of pendering an immediate rest necessary.

Two Mysterious New Steamers.

"There is a strong possibility that you are going to have two additional steamers on the run between here and San Francisco," was the pleasing announcement made by Mr. Kahn. In response to questions, he replied that he was not at liberty to divulge anything further than this. He would not say anything whatever regarding them, with the exception that it was one of the present companies that intended to increase its fleet. The boats will be put on within a reasonably short length of time, was the only further information that Mr. Kahn would vouchsafe.

A Plea for Coastwise Law.

"As long as the American coastwise laws prevail, your shipping will be built up here, because it will be an inducement for American capital to put money into ships if the trade warrants it and the conditions are favorable. Ships that are engaged exclusively in the Hawaiian trade from the mainland, have to fly the American flag. So long as that condition con-

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ECLIPSE LEAVES AGAIN AND SO DOES J. W. A. REDHOUSE

The schooner Eclipse will leave again this afternoon in another attempt to reach Manila under her own sails. It will be recalled that she started out a few weeks ago to make the trip, but after covering about eighty miles, in something like four, teen hours, she came back in about five days. The trouble then was that the vessel needed caulking above the waterline, and she took a lot of water every time she rolled in a sea.

Captain Heibig, who is captain and part owner, has had her recaulked and now she is all ready for sea again. The crew is a little smaller this time. Now there are only seven Filipino sea-

men. Captain Heibig will take as his first mate T. McDonald at a salary of \$45 a month; C. Johnson has been signed on as carpenter at a similar monthly rate; J. W. A. Redhouse, formerly a watch repairer in this city, goes as steward at \$1 per month, a salary that J. Macaulay has also agreed to accept in the position of donkeyman. The seven seamen will receive \$15 each per month, while the boatswain, Enrol Lanz, a German, will be paid \$30.

Redhouse joined the ship at ten o'clock this morning, and waved his hand in farewell to his friends as he passed them in the street car.

CONTEST SEEMS CERTAIN OVER THE WINDWARD OAHU WATER

The likelihood that recourse to the courts will be necessary to establish definitely the ownership of the water rights involved in the Oahu Sugar Company's gigantic tunnel project seems to be increasing. Governor Frear left at noon today for a two weeks' tour of Hawaii accompanied by Land Commissioner Judd and Attorney General Lindsay, so there is certain to be no action taken in the matter before they return.

Although it is understood that the sugar company holds that it has no dealings with the Territory except in the matter of a right of way for its tunnel and ditches over government land, it nevertheless expects to get the greater part of its supply from water originating on the same government property, but which is claimed by L. L. McCandless, through rights which he holds through ownership of the taro and rice lands in the lower part of the Waialeale valley. There seems to be a difference of opinion with reference to his power to sell all of the water or any part of it, since his interest is held to be only in the use of such water needed for irrigating the specific pieces of lands to which it has always been applied. Whether these matters are definitely established already by court decisions does not seem to be very clear to the government officials.

Power Rights Also.

One interesting phase of the matter which has not yet been brought out publicly, is that of the power rights involved. At the present time there is estimated to be going to waste by the waters of the Waialeale stream from 200 to 500 horsepower, or even

more. This can be developed on government land without interfering with the present use of the water for irrigation purposes; but if the supply is taken at its source by the proposed tunnel, this water power will be lost. According to a report on file in the Public Works Department, made in 1889 by W. E. Rowell, then superintendent of Public Works, after a survey of the waters available, an estimate of 250 horsepower at the falls was made. This was based on an estimated flow of less than five cubic feet flow per second. Mr. Rowell carried out in figures to dollars and cents the value to the city of Honolulu, in getting at these figures, he estimated a loss of 36 per cent in electric current in bringing the power to the city (said to be excessive loss under modern conditions of engineering), or 150 horsepower net. This power he estimated to be equal to 128 tons of coal per month for pumping machinery twenty hours per day, or 1,536 tons per year.

The cost of installing a power plant was estimated at \$26,000. Allowing interest on the capital at 8 per cent, and cost of running the plant, he got \$5,300 per year, which he subtracted from the value of 1,536 tons of coal, at \$7 per ton, or \$10,752, leaving a difference or net profit of \$5,452 per year, or \$450 per month.

It is understood that the latest estimates of the engineers of the available water in Waialeale is much greater than that made by Mr. Rowell, being 8,000,000, equal to about twelve cubic feet per second, or over twice the amount upon which the former superintendent made his figures.

PHILADELPHIA FIRM GIVES SURPRISE TO LOCAL CONTRACTORS

	Sub-struct.	Super-struct.
The Breakwater Co. of Philadelphia	\$2.17	\$2.17
Lord & Young Eng Co.	2.19	2.19
Hoogs & Belser	2.34	2.74
Standard American Dredging Co.	2.63	2.63

Much interest among business men centered this morning in the opening of the bids for the completion of the Hilo breakwater, which took place at 11 o'clock in the office of the United States army engineer, McCandless building.

There were four tenders presented, the lowest being that of the Breakwater Company of Philadelphia, whose bid was \$2.17 per ton for the construction of both the substructure and superstructure.

The other bidders were Lord & Young Engineering Company, whose bid was \$2.19 for both parts of the contract; Hoogs & Belser, with a bid of \$2.34 for the substructure and \$2.74 for the superstructure, and the Standard American Dredging Company at \$2.63 per ton for both sub- and superstructure construction.

The contract for the \$400,000 job will be awarded from Washington, after Major Wooten has examined the tenders and made his recommendations.

On the face of the bids made, the contract will go to the Philadelphia

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EXPECTS TO SEE A GREAT STRIKE

That the Southern Pacific system is to be involved in one of the most serious strikes in its history is the belief expressed by Walter S. Russell, a prominent mainland railroad contractor who has been here for some time in connection with the letting of the \$400,000 Hilo breakwater contract. Mr. Russell's firm has had extensive business relations with the Southern Pacific, and he probably has a closer general insight into the situation than anyone else in Honolulu today.

"The present trouble," said Mr. Russell yesterday, "has not been unexpected. The Southern Pacific has probably seen it coming for a good many months past. The reduction of force in certain departments some weeks ago was probably a measure of preparation on the part of the railroad. If the strike is really declared it will doubtless involve the entire Harriman system of railroads."

"In this trouble the transportation men, conductors, engineers, firemen, brakemen, etc., are not involved. They do not constitute a part of the Federation, for the recognition of which the unions are contending. This Federation is made up of the unions of boilermakers, blacksmiths, car repairers, machinists, sheet metal workers and possibly one or two other unions. Besides the recognition of the Federation, the men were demanding an increase of seven cents per hour to the present nine-hour day, but for only eight hours actual work."

"I do not believe this increase is justified by conditions, for it is a fact that cost of living on the Pacific Coast has declined during the past year from what it has been previously, while there has been some increase in wages during the same period."

Mr. Russell stated further that if the strike becomes acute the freight traffic of the whole country is likely to become seriously affected, but that in all probability the passenger service will be fairly well maintained. His own company expects to feel the trouble through the tying up of the freight service on which it depends for the handling of rock from the quarries to the San Pedro breakwater, which it is building under contract. However, the company's contract with the Federal government makes provision for delay from strikes, and so except for loss incident to delay, Mr. Russell does not expect to be seriously damaged.

SEWER AND WATER SYSTEMS PAY

That the water and sewer systems of the city of Honolulu are rapidly getting upon a self-supporting basis is shown by estimates of the receipts and expenditures of these departments for the six months to end December 31, 1911, just prepared by Marston Campbell, superintendent of public works.

According to these figures the receipts from the two departments for the period mentioned will be \$85,000, for the same period the estimated

expenditures for operating, interest on bonds (old) and redemption of bonds, is \$75,173.61.

This leaves a credit balance of \$9,826.40. Add to this a balance for the past six months of \$59.14, the total balance will be \$9,885.54.

This amount will pay the interest on the \$125,000 from the last bond issue for water works, and the \$75,000 from the same source for sewers, or \$4,000 at the 4 per cent rate, and leave a net balance to close the year with of \$5,885.50.

LAHAINA LAND CASE.

Deputy Attorney General Arthur G. Smith was piling up documentary exhibits in the Lahaina land case trial before Judge Robinson this morning. Objections overruled and sustained accompanied every tender, with exceptions noted by the side rules against in each instance. Letters and official records of the fifties and sixties to show government ownership of the land constituted the evidence submitted.

Fine Job Printing, Star Office.

KIPLING SENDS CABLE OPPOSING RECIPROCITY

(Associated Press Cables to The Star.)

MONTREAL, Sept. 8.—Rudyard Kipling cables a protest against reciprocity with the United States.

Kipling's famous poem, "Our Lady of the Snows," was an appreciation of Canada's preferential tariff as a prop to imperial unity.

PESTILENCE AFTER FLOOD.

HANKOW, Sept. 8.—Pestilence is following the subsidence of the floods.

ANOTHER LIFT FOR REFINED.

NEW YORK, Sept. 8.—Refined sugar has advanced ten cents.

PREPARE FOR GREAT STRIKE.

CHICAGO, Sept. 8.—The 35,000 shopmen of the Illinois Central and allied lines have been ordered to be prepared for a strike.

OHIO MARKSMEN WIN.

SEAGIRT, N. J., Sept. 8.—Ohio won the Dryden Trophy in the National Guard shooting tournament with an aggregate of 1096 points. New York, second, 1095.

FORTY-FOUR WORKMEN BURIED.

GENOA, Sept. 8.—Forty-four workmen were buried in the collapse of a theater here. Seven bodies have been recovered.

CONVICTED OF MURDER.

CHESTERFIELD COURTHOUSE, Va., Sept. 8.—Beattie has been convicted of murder in the first degree and a new trial denied.

(Morning Cable Report on Page 7.)

HILLO LABOR UNION TO HELP SAN FRANCISCO STRIKE, START A NEWSPAPER AND RAISE LAW FUND

HILLO, September 5.—Matters of great importance were taken up at the meeting of the Hilo Labor Union last Saturday night, and a number of interesting announcements were made by David Ewaliko, the local union Moses, who had received several communications from the labor leaders on the mainland.

Among these was a letter from Secretary Fouch of the Pacific District of the Longshoremen's Association, acknowledging the receipt of Ewaliko's letter containing an Advertiser article to the effect that Campbell, the territorial immigration board's recruiter, was preparing to rush a number of Portuguese immigrants into the territory before the immigration laws were changed, and asking that the labor leaders take this matter up. Fouch wrote that he had wired to Labor Commission Keefe to take the question up immediately with the Washington authorities, and had asked him to

write to Ewaliko advising him what steps the local union men should take.

Ewaliko The Boss.

Fouch wrote also about the question of the organization of locals of the Longshoremen's Association at various points of the Islands besides Hilo. He stated that he had advised John Joyce, the general secretary of the Longshoremen's Association, not to issue charters to any organization in the Islands, unless the same had first been approved by Ewaliko. This will be rather a bitter pill for the Honolulu men, who have been anathematizing Ewaliko, to swallow.

Finally, Fouch wrote that the matter of having all the sugar placed on the Matson Navigation Company's boats at Hilo by the local union, had been referred to President Keen of the Pacific Coast District of the Longshoremen's Union, and that that officer would take

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PRISONER IN JAIL HAD GOLD WATCH

Julius Asch, county jailer, saw a prisoner named Rodriguez passing something to another prisoner this morning in the jail.

He investigated and found that the article was a handsome gold watch.

Asch showed the watch to Chief of Detectives McDuffa who at once recognized it as a watch belonging to

Harry Klemme. It was stolen from Klemme's house on Liliha street about nine months ago, and the robbery was brought to the detective's attention, together with a description of the lost watch, which is valued at \$250.

Rodriguez is the man who escaped from jail with Lopez a year or so ago.

MUSICAL AUTO HITS THE TOWN

Did you hear the band? No, child, it wasn't the automobile section of the Salvation Army, but only Messrs. Tilden, Cawley and Stork with their musical car.

The outfit, which is advertising the Empire automobile tire, made the transcontinental trip from New York and then extended their journey to Honolulu, where they will remain for a few days, probably returning by the S. S. Sierra, the boat on which they traveled down, next Wednesday.

The trio travel in a Stoddard-Dayton car equipped with the Empire tire, which was used exclusively in the trip across the continent.

B. O. Tilden represents the company, with W. Cawley as assistant. W. Stork is chauffeur.

The car is equipped with an automatic organ, which takes the place of the usual horn. The noise it makes is a cross between a phonograph playing a Chinese record and Berger's band coming home from a luau.

The organ played the town this morning and attracted much attention. After a concert of half an hour's duration given outside the police station the police were requested by Judge Mansarrat to quell the disturbance as the noise was interrupting the business of the court.